

**National Transportation Safety Board  
Washington, DC 20594**

**Brief of Accident**

**Adopted 04/18/2003**

DEN03LA016 File No. 13177	11/17/2002	Elbert, CO	Aircraft Reg No. N7197C	Time (Local): 10:30 MST		
Make/Model:	North American / T-6G			Fatal	Serious	Minor/None
Engine Make/Model:	Pratt & Whitney / 41-9754		Crew	0	0	1
Aircraft Damage:	Substantial		Pass	0	0	1
Number of Engines:	1					
Operating Certificate(s):	None					
Type of Flight Operation:	Personal					
Reg. Flight Conducted Under:	Part 91: General Aviation					
Last Depart. Point: Same as Accident/Incident Location			Condition of Light: Day			
Destination: Same as Accident/Incident Location			Weather Info Src: Weather Observation Facility			
Airport Proximity: On Airport			Basic Weather: Visual Conditions			
Airport Name: Kelly Air Park			Lowest Ceiling: 22000 Ft. AGL, Broken			
Runway Identification: 17			Visibility: 12.00 SM			
Runway Length/Width (Ft): 3800 / 24			Wind Dir/Speed: 150 / 006 Kts			
Runway Surface: Asphalt			Temperature (°C): 16			
Runway Surface Condition: Dry			Precip/Obscuration: None / None			
Pilot-in-Command	Age: 60		Flight Time (Hours)			
Certificate(s)/Rating(s)			Total All Aircraft: 6417			
Flight Instructor; Commercial; Multi-engine Land; Single-engine Land;			Last 90 Days: 53			
Instrument Ratings			Total Make/Model: 1242			
Airplane			Total Instrument Time: 1500			

The pilot said that after a short flight, he made a normal landing on runway 17, touching down at 75 to 80 mph. The wind was from 220 degrees at 14 knots. He used left rudder and tail wheel steering to keep the airplane from weathervaning into the wind. About 1,000 feet into the landing roll, the airplane veered sharply to the right. The pilot attempted to correct with opposite braking, but to no avail. The airplane went off the 36 foot wide runway about 40 mph onto soft ground and nosed over. According to the pilot, when the airplane was retrieved, it was noted that the cable between the left rudder pedal pulley and the tail wheel was broken.

Brief of Accident (Continued)

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Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation: LANDING - ROLL

Findings

1. (C) FLT CONTROL SYST, RUDDER CONTROL CABLE/ROD - FAILURE, TOTAL
2. (C) FLT CONTROL SYST, RUDDER CONTROL CABLE/ROD - OVERLOAD

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Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING - ROLL

Findings

3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
5. TERRAIN CONDITION - RUNWAY

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Occurrence #3: NOSE OVER  
Phase of Operation: LANDING - ROLL

Findings

6. TERRAIN CONDITION - GROUND
7. (F) TERRAIN CONDITION - SOFT
8. (F) TERRAIN CONDITION - WET

Findings Legend: (C) = Cause, (F) = Factor

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The National Transportation Safety Board determines the probable cause(s) of this accident as follows.  
overload failure of the cable between the left rudder pedal and the tail wheel, rendering directional control impossible and resulting in  
an inadvertent ground loop and nose over. Contributing factors were the crosswind and the soft, wet ground.